

No. 3345	號五十四百三千八百	日一初月八年十緒光	HONGKONG, FRIDAY, SEPTEMBER 19 th , 1884.	五律欄	號九十四百三千八百
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and the U.S. Census Bureau.

INFORMATION.

NOTICE
A SPECIAL GENERAL MEETING
 of the Members of the Hongkong
General Chamber of Commerce will be held
 at the **City Hall on MONDAY** next, the 22nd
 instant, at 4 P.M., to consider the subject of
 a Telegram received by the Chamber from the
 Chamber of Commerce at Shanghai.
 By Order, H. M. BAILY,
Acting Secretary.
 Hongkong, 19th September, 1884. (17)

UNION LINE
FOR NEW YORK, VIA SUEZ CANAL
THE Steamship
"NORTHERN,"
 Captain Watson will be dispatched for the
 above Port on **SUNDAY**, the 21st instant,
 DAILYLIGHT.

Hongkong, 18th September, 1884. RUSSELL & Co. [17]
THE CHINA AND MANILA STEAM
SHIP COMPANY, LIMITED.
FOR MANILA, DIRECT.
THE Company's Steamship,
"DIAMANTE,"
Captain Staak, will be despatched for the above

FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers,
Hongkong, 18th September, 1884. 175
FOR SYDNEY, AND MELBOURNE,
VIA SINGAPORE.
(Callings at Port Darwin and Cochin)

THE Eastern and Australian Steamship
Company's Chartered Steamer
"LAJU,"
Captain Mann, will be despatched as above on
TUESDAY, the 23rd September.
Parcels (all of which must be sent to our
Office) will be received until FOUR P.M. of the
day previous.
Contents and Value of packages must be
declared.
Freight and Passage apply.

Hongkong, 10th September, 1884. [167]
 Agents.
 FOR LONDON, VIA SUEZ CANAL.
 THE Steamship
 "GLENOGLE,"—
 Captain Hogg, will be despatched as above
 on or about the 27th instant.
 This steamer has superior accommodation for
 passengers and cargo. For further particulars apply to the Agents.

JARDINE, MATHESON & Co.
Hongkong, 18th September, 1884. [175]
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"AFGHAN,"
Roy, Commander, will be despatched for the
above Port on or about the 7th Proximo.
For Freight or Passage, apply to

Hongkong, 18th September, 1934. [175]

FOR NEW YORK.
THE S/S L. I. I. American Ship.

"LLEWELLYN J. MORSE,"
Vezlie, Master, will load here for the above
Port and will have mink down.

RUSSELL & Co. [1735]

Hongkong, 19th September, 1884.

CITY HALL.
NOTICE.

THE ANNUAL GENERAL MEETING
OF SHAREHOLDERS in and SUB-
SCRIBERS to the above Institution will be
held in the LIBRARY, at 4 p.m. TO-DAY
the 19th day of September.

H. L. DENNYS,
Secretary.

Hongkong, 17th September, 1884. [1735]

THE ANNUAL GENERAL MEETING of the above Society will be held in the **CLUB HALL TO-DAY, the 19th Sept. at 5.30 P.M.**, to receive the Report of the Committee and elect Officers for the Ensuing Year. The meeting to decide upon the manner in which the National Collection of St. Andrew is to be observed.

By Order of the Committee.
A. D. MACINTOSH,
Hon. Sec.
Hongkong, 12th September, 1884. [1790]

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Underigned on **WEDNESDAY, the 19th inst. at 4 o'clock in the afternoon**, for the purpose of receiving the Report of the Managing Managers, together with a Statement of Accounts and electing Consulting Committee.

DOUGLAS LAFFRAK & CO.,
General Managers.
Hongkong, 17th September, 1884. [1742]

**MEXICAN PACIFIC NAVIGATION
COMPANY.**

THE Company will run Steamers monthly
from Hongkong to the West Coast of
Mexico via Yokohama and Honolulu, com-
mencing in October with the Steamer
"MOUNT LEBANON."
The Steamers will proceed from Hongkong to

Through Bills of Lading, and Passage
tickets granted to all Mexican Ports.
For Further Particulars as to Passage and
freight, apply to
JARDINE, NATHESON & Co.,
Agents.
Hankow, 2nd September, 1883.

**EATING'S HONBONS OR WORM
TABLETS,**
PURELY VEGETABLE SWEETMEAT, both in
appearance and taste, furnishing a most agree-
able mode of administering the only certain
remedy for **STOMACHIC AND BILIOUS INFLAMMATIONS.**
It is a perfectly soft and mild preparation,
especially adapted for Children. Sold in Bot-
tles by all Chemists. [1783]

WANTED TO RENT.
ROOM 1st October—A Commodious BED-
ROOM, with Bath Room attached, above
the level of Queen's Road.
Apply, by letter, to E. M.
[1784]
Office of this Paper.
Hongkong, 6th September, 1884. [1675]

WE have appointed Messrs. QVENERCK
& Co., of Shanghai, Sole Agents
for the sale of our OLD HIGHLAND
WHISKY in China and Hongkong.
Kilmarnock } 10th November, 1883.
and London. }

JOHN WALKER & SONS.

For Sale at \$25 per Case of 1 dozen Bottles.
SIEMSEN & Co.
Hongkong, 18th January, 1884. [193]

NOTICE.

A. S. WATSON & CO.
FAMILY AND DISPENSARY
CHEMISTS.

By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS.

PERFUMES.

PATENT MEDICINE VENDORS.

DRUGGISTS' SUPPLIES.

And

AERATED WATER-MAKERS.

SHIPS' MEDICINE CHESTS REPAIRED.

PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson & Co., or

HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not enclosed in a paid period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, SEPTEMBER 19th, 1904.

HONGKONG has been practically no emigration from Japan. The natives of the land of the Rising Sun have little reason to seek a change of home. Inhabiting a lovely country, blessed with a fertile soil and good natural resources, with a climate hard to surpass, the Japanese are sufficient to satisfy their wants, and while few individuals possess great wealth, there is less real poverty in Dai Nippon than in most other countries. The empire is, too, overpopulated, and the Government have thus far set their faces against emigration. Under the circumstances, therefore, it is not astonishing that there has been no emigration from Japan.

An effort is, however, about to be made to induce the immigration of Japanese into the Hawaiian Islands. No official statement to that effect has been made, but there are evidences that the project is not viewed with disfavour by the Japanese Government. Mr. Iwano, agent of the new and enterprising Japanese Steamship Company, the Kido Yuna Kwaibae, has been to Honolulu to make arrangements, it is said, for the establishment of a mail service between Japan and Hawaii, and for the despatch of emigrants thither. It is further stated by a Tokio vernacular paper that the Hawaiian Government has requested that of Japan to send one thousand emigrants. The Japanese journals are not always strictly accurate as to their facts, and it is more than probable that if any such communication has passed, it has been in the nature of a request that the Japanese Government would permit the emigration of Japanese subjects to the number of a thousand. We know that this step has been in contemplation, and was so before King KALAKAUA's visit to Japan, and it is likely that an effort has just been made to secure a supply of immigrants from Japan. The Government and the planters of Hawaii are naturally anxious to recruit the population, which is only kept up at all by immigration, as the natives decrease annually, and they decidedly object to the Chinese element being increased. The Chinese do not, as a rule, take their wives and families, and therefore are seldom permanent residents; they are disliked very strongly by the other races; and if their influx were unrestricted there would be great danger of their becoming the dominant section of the population. The Hawaiian Government has no desire to see the islands once again become an appendage of the Celestial Empire; and the American residents, who are numerous, influential, and have large interests there, are strongly opposed to the further increase of the Chinese population. The anti-Chinese feeling has led to great efforts being made by the Hawaiian Authorities to promote immigration from other countries, more especially of races cognate to the Hawaiian Islands and likely to amalgamate with them. The most successful attempt at colonisation seems to have been the importation of a large number of Portuguese from the Azores, who have not only given satisfaction to the planters, but have found the country and climate well suited to them. Japanese agricultural labourers would, we believe, prove equally suitable immigrants, and would be well pleased with their new home. Of course they would only emigrate to better themselves, and provided the approval of their Government was secured beforehand. In any case, the emigration would not be likely to take place on a large scale, but it would prove advantageous to Japanese commerce if it would create Japanese interests in Honolulu, and lead to a demand there for Japanese products, while the benefits to Hawaii are obvious, as the introduction of a Japanese element into the community would help to neutralise the present preponderance of the Chinese population.

We have on previous occasions referred to some length to the proposal to protect French commerce in her Indo-Chinese dependencies by the imposition of a differential tariff, placing foreign ships and imports at a material disadvantage. We have just received a sketch of this proposed tariff, the principal stipulations of which we will lay before our readers. The duties upon imports have hitherto been limited to spirits, arms, and ammunition. The projected tariff, however, imposes duty on nearly all imports, among those enumerated being matches, kate, glassware, woodware, sugar, tea, wines, cordage, cigars, gold and silver, paper, fish, tobacco, cotton,

linen, and woollen goods, silk, butter, candles, coffee, confection, iron, cheese, oil, &c. The imports from France and Algeria, however, are to be allowed a rebate on the duties charged of 60 per cent. This is pretty well for protection, but it is not all. The export duty on rice and paddy for foreign ships is to be 27 cents, while to France and French colonies it is 18 cents, and to the latter by French ships 15 cents. The tight duties are to be raised to 10 cents, and tonnage dues of 40 cents will be charged on foreign ships, while French vessels are to be exempt. Saigon has so far been a free port. If the proposed tariff becomes law, good bye to its freedom, and probably to a great part of its trade. The new tariff is illiberal in the extreme, and we think can have but one result, that of killing the goose that lays the golden eggs. The demand for Saigon rice will necessarily diminish under such conditions, and Siam and British Burma will reap the benefit. If stimulated, these countries can produce almost unlimited supplies of grain, and North Borneo and Sarawak may also become rice growing countries in time, and enter into competition with Cochin-China. The French have the right to do as they please in their ports, but if they think the adoption of a policy of protection will promote French commerce or contribute to the prosperity of their colonies they make a vast mistake. It will be better to discover the impolicy of imposing such a tariff as that contemplated beforehand than to be compelled to admit the error hereafter, when the trade of Saigon has suffered a serious check by its enforcement.

An accident occurred at the Kowloon Dock yesterday, which resulted in the death of a Frenchman. The victim was a Frenchman named M. A. G. Wier, who was employed as a stevedore. He was killed by a falling box while working on the pier.

A great deal of business was done at the Kowloon Dock yesterday, which resulted in the death of a Frenchman. The victim was a Frenchman named M. A. G. Wier, who was employed as a stevedore. He was killed by a falling box while working on the pier.

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MAILS EXPECTED

Arnhold, Karberg & Co.
W. PHILLIPS, Am. 3/4 m. schooner, J. H. Pot-
ter.—Captain.

Pea Oil, per pt	10
Peas, White, 5	10
Peas, Green, 5	10

1.350	Pean, Black, per plant
1.135	Pean, Yellow, per plant
21.00	Peas, Green Beans, per plant
33.50	Seed Barley, per plant
—	Potato Flour, per plant
10.00	Potatoes, per plant
—	Potatoes, per plant

[illegible][illegible][illegible]

Amoy	63	Kor & Co
Batavia	691	Kor & Co
Amoy	1171	Kor & Co

CBRU.

In Port on 28th August, 1884.

Batavia	1453	J. Smith
Amoy	613	J. Smith

BANKRUPT.

In Port on 31st August, 1884.

Batavia	294	Hank Lee
Batavia	432	Tan Hoo Tan
Batavia	183	Chuan Pa
Batavia	601	Choi Pak Sing
Batavia	618	A. M. & Co
Batavia	325	Tan Hok Poo
Batavia	171	Chiam See
Batavia	233	Chuan Poo
Batavia	101	Phoo See Yee Phoon
Batavia	101	Chiam See
Batavia	1	Mayer Sui
Batavia	454	Tan Hoo Sing & Co
Batavia	337	P. T. & Co
Batavia	829	Foh Dai
Batavia	329	Choo Jeon
Batavia	32	Foh Hoo
Batavia	701	Choo Hoo

THE SHIPS IN THE CHINA SQUAD.

DATE	R.P.	CAPTAIN.	W.
4	840	Com. Hicks	Han
16	4310	Captain Pearson	Amoy
16	4330	Captain Grellett	Amoy
17	4331	Capt. H. M. Hapley	Amoy
4	470	Lt.-Com. R. L. Grooms	Chie
13	3540	Captain Ansell	Tiao
4	920	Com. Lawrence Ching	Min
3	340	Com. Russell	Chuan
		Com. Gable	Min

[illegible]

7	800	Commander Stark	SI
4	340	Lieut. Com. Roizer	SI
8	900	Com. P. F. Harrington	SI
14	800	Commander Lathrop	SI
4	1000	Captain Blount	K
4	1000	Captain Delar	K
4	9000	Captain Gremont	K
4	800	Com. E. J. Harrington	SI
7	800	Commander Boyle	SI
13	250	Captain Kalcargers	SI
4	800	Captain Aschenborn	SI
13	250	Commander H. J. Harrington	SI
13	250	Capt. B. Iremstead	SI
6	500	Com. D. D. McWhiney	SI
13	250	Captain Thomas	SI
14	1480	Captain Poldons	SI
8	320	Captain Hooning	SI
7	800	Captain Humber	SI
7	800	Captain W. Kozin	SI
14	1800	Captain Hildebrandt	SI
7	800	Commander Boyle	SI
14	1800	Captain von Nostra	SI
14	1800	Capt. Asta	SI
14	1800	Commander Heke	SI
14	1800	Captain Phytian	SI
14	1800	Captain Barr	SI
14	1800	Commander Laursberg	SI
15	1500	Capt. D. E. Outon	SI
15	1500	Captain Virello	SI
15	1500	Captain Givens	SI
15	1500	Captain C. A. Giron	SI
14	340	Lieut. Com. von Kaeuss	SI

TONS.	S.F.	COMMANDER.	STA.
250	75	—	—
30	20	—	—
80	17	—	Hongkong
250	75	J. Stewart	Canton
180	60	F. Bassard	—
—	—	—	Canton
—	—	—	Hongkong
—	—	—	Hongkong
—	—	—	Hongkong
562	125	Leung Yia Ting	Canton
120	40	Chow Shoh	Canton
—	—	Lip-ning-tse	Canton
130	40	Yang Kung Kiu	—
130	40	Chinese Admiral	—
100	40	Ching	Bogue Fu

3